

# NOTE AVOIDS THE LUSITANIA CASE; DISAPPOINTS U.S.

**New Issue Raised by Request That American Passengers Refrain From Taking Passage on Vessels Carrying Contraband of War.**

## BLAMES ENGLAND FOR NEUTRALS' DISASTER IN THE SEA WAR ZONE

**Kaiser Offers to Permit United States to Use Four British Ships for Passenger Service, if Our Supply is Inadequate.**

Washington, July 9.—The arrival of the press translation of the German note confirmed the impressions which have been current in official quarters several days that Germany would refuse to give the assurances asked for by the United States in last note that the lives of Americans traveling the high seas on unarmed ships of any nationality be not endangered.

The apparent restrictions placed by Germany on the use of American passenger ships, which are to be given complete immunity from interference only if they do not carry contraband, was regarded in many quarters as adding another to the many issues which have arisen over the submarine warfare.

The assumption of liability for the loss of Americans in the Lusitania tragedy was wholly evaded by Germany and the chief principle for which the United States announced that it would omit "no word or act" to maintain, was viewed as having been lightly passed over.

General feeling that the note would be unsatisfactory and bring to a crisis the friendly relations that have existed between the United States and Germany, developed more strongly in official quarters as the news of the contents of the note spread.

Berlin, July 9.—Germany's offer embodied in the reply to the American note regarding the sinking of the Lusitania and her submarine warfare, which was delivered to James W. Gerard, the American Ambassador, last night is: First—It reiterates the assurance that American ships engaged in legitimate trade will not be interfered with nor lives of Americans upon neutral ships be endangered.

Second—That the German submarines will be instructed to allow American passenger ships to pass freely and safely, Germany entertaining in return the confident hope that the American Government will see to it that these ships do not carry contraband.

Such ships will be provided with such distinguishing marks as may be necessary, and their arrival announced a reasonable time in advance.

The same privilege is extended to a reasonable number of neutral passenger ships under the American flag, and should the number of ships thus available for passenger service prove inadequate, Germany is willing to permit America to place four hostile passenger steamships under the Stars and Stripes to ply between north America and Europe under the same conditions. The note, in part says:

Since the time when Frederick the Great negotiated with John Adams, Benjamin Franklin and Thomas Jefferson, the treaty of friendship and commerce of September 9, 1785, between Prussia and the Republic of the West, Germany and the American statesmen, have in fact always stood together in a struggle for the freedom of the seas and protection of peaceful trade. The Imperial Government cherishes the definite hope that some way will be found when peace is concluded, or perhaps earlier to regulate the law of maritime war in a manner guaranteeing freedom of the seas.

While our enemies loudly and openly proclaimed war without mercy until our utter destruction was threatened, we were conducting the conflict in self-defense.

For our national existence and for the sake of peace of assured permanency we have been obliged to adopt the submarine warfare to meet declared intentions of our enemies and method of warfare adopted by them in contravention of international law.

The American Government will understand and appreciate that in its fight for existence, which has been forced upon Germany by its adversaries and announced by them, it is the sacred duty of the Imperial Government to do all within its power to protect and save the lives of German subjects.

If the Imperial Government were derelict in these, its duties, it would be guilty before God and history of violation of those principles of highest humanity which are the foundation of every national existence.

The case of the Lusitania shows with a horrible clearness to what jeopardizing of human lives the manner of conducting war employed by our adversaries leads. In the most direct contradiction of International Law all distinction between merchantmen and war vessels have been obliterated by an order to British merchantmen to arm themselves and to ram submarines with the promise of rewards therefor and neutrals who use merchantmen as travelers thereby have been exposed in an increasing degree to all the dangers of war.

If the commander of the German submarine which destroyed the Lusitania had caused the crew and passengers to take to the boats before firing the torpedo this would have meant sure destruction of his own vessel.

After the experiences we encountered in sinking much smaller and less seaworthy vessels, it was to be expected that a mighty ship like the Lusitania would remain above water long enough even after the torpedoing to permit her passengers to enter the ship's life boats.

The Imperial Government believes it can assume that adequate facilities for travel across the Atlantic Ocean can be afforded American citizens. There would, therefore, appear to be no compelling necessity for American citizens to travel to Europe in time of war on ships carrying an enemy's flag. In particular the Imperial Government is unable to admit that American citizens can protect an enemy's ship through the mere fact of their presence on board.

Germany merely followed England's example when she declared part of high seas an area of war. Consequently the accidents suffered by neutrals on our enemy's ships in this area of war cannot be judged differently from accidents to which neutrals are at all times exposed at the seat of war on land when they betake themselves into dangerous localities in spite of previous warnings.

If, however, it should not be possible for the American Government to supply an adequate number of neutral passenger steamers, the Imperial Government is prepared to interpose no objections to placing under the American flag, by the American Government, of four enemy passenger steamers for passenger traffic between North America and England. The President of the United States has declared his readiness in a way deserving of our thanks to communicate and suggest proposals to the Government of Great Britain with particular reference to alteration of the maritime war.

The Imperial Government will always be glad to make use of the good offices of the President and hopes that his efforts in the present case, as well as in the direction of the lofty ideal of freedom of seas, will lead to an understanding.

Signed, Von Jagow.

Pretoria, South Africa, July 9.—Gen. Botha, commander of the forces of the Union of South Africa has accepted the surrender of all German military forces in German Southwest Africa.

The Germans surrendered unconditionally following the issuance of Gen. Botha's ultimatum, which expired at 5 o'clock Thursday evening. With the exception of the necessary army of occupation, the citizens, army will be brought back home as quickly as possible.

## Down in the Holland of Missouri

**Drainage Has Reclaimed the Mississippi River Swamps and Trebled Land Values in Fifteen Years.**

By John E. Case.

In Missouri Ruralist.

Swampeast Missouri is destined to become the greatest agricultural section of this great State. I make this unqualified assertion after traveling extensively in every part of imperial Missouri. Six days spent in motoring over the southeastern counties known as the "swampeast" section, the counties of Mississippi, Scott, Pemiscot, New Madrid, Stoddard, Dunklin and Butler convinced me that here, indeed, was the long looked for land of opportunity. And soil fertility is only one reason why this land of corn and cotton should become the king-pin in productivity of farm crops. Reasons, statistical and otherwise, are as numerous as those advanced by Cornelius Roach. And new ones are being added every year.

Swampeast Missouri, though, is an empire in the making. Divided in sympathy during the Civil War its boundaries were ravaged by friend and foe alike. Towns were slow in rebuilding. Cotton was king and little attention was given to other crops. Until 15 years ago when the first drainage ditch was constructed the swampeast district was almost given over to hunters and fishermen. Property valuation was based upon the fur catch. There was no fixed price for swamp land. A few years before the coming of the dredge boats New Madrid County gave 25,000 acres for the establishing of a railroad. Records show that 100,000 acres was sold in 1881 for 50 cents an acre. Old settlers still chuckle over the story of the native who traded 200 acres for a mule, and then, because his victim couldn't read, slipped in another section when the deed was made. That farm now is worth \$100 an acre and growing more valuable every year.

There were a few men, though, who realized that swampeast Missouri would not always retain its time honored name. They looked upon those millions of idle acres with covetous eyes. "I knew that if that swamp could ever be drained it would be the richest land the sun shone on," said one man who now counts his acres by the thousands and his dollars by the millions, "so I just kept on buying. It didn't take much cash; owners were glad to get interest instead of paying taxes, and I'm still buying although land is worth dollars where it was then worth cents." And he heaved a sigh because other men had become possessors of the few thousand acres in that locality that he had been unable to obtain.

When the big land owners began to talk drainage and drainage tax there was a near riot in every swampeast county. A drainage tax orator was about as popular then as a single tax orator is now. Nothing daunted though, the progressives kept hammering away; secured the needed legislation; bonded the county, and sent the dredge boats into action. Just to show that they had confidence in the feasibility of the plan one or two private citizens put through ditches of their own. The hammers stopped knocking when 50-bushel corn crops were produced on the reclaimed land within three years after the water was drained off. Having been duly "shown" the entire population got back of the drainage movement. Present day residents "point with pride" to the fact that no land has ever been sold to pay drainage tax.

Volumes could be written about the early day history of the swampeast country and the rapid rise of land values when the big dipper dredges began to work in real earnest. Twelve men who own 75,000 acres around Sikeston, Scott County, talked about those early days last month, at a banquet in Sikeston. "Remember how I sold you that section for \$5 an acre, Judge," said one resident who owns a little 38,800 acre tract, "and you sold it to Jim here for \$10? Jim kept it a few months and passed it on to Ike at \$15. About that time I began to realize that selling that section was a big mistake. Ike asked me \$30 but I beat him down to \$25 and bought the land back at that price." "Yes," spoke up Ike, "and a blamed good day's work you did, too. I'll give you \$100 an acre right now." But the land was not for sale. That first sale was made less than 15 years ago.

Statistics make dry reading, so I shall quote few figures to show what a really big project this drainage system is. Just now the dredges are working in what is known as the Little River Drainage District. The land in this district comprises 488,050 acres, covering an area 10 miles wide and 90 miles long. The district is incorporated under State drainage laws and the work has State supervision. Ditches are dug about one mile apart, and it is estimated that 625 miles of

drainage ditches and 40 miles of levees will be necessary to make a good job. The Little River District is bonded for 4 1/2 million dollars and the bonds bear 5 1/2 per cent interest payable semi-annually. No principal will be paid on the bonds which are dated April 1, 1913, during the first five years as the assessments will be used to pay cost of the drainage work and interest. After five years, assessments will apply on the principal, and the indebtedness will be cancelled in 15 years, 20 year payments in all. While the bond issue averages approximately \$10 an acre for the entire acreage of the district I found considerable difference of opinion as to the amount that would be really paid out. Men at Sikeston and Dexter told me that drainage had cost them as much as \$16 an acre but it is possible that present day work is conducted more economically. But the additional \$6 an acre would be a small matter to quibble over. Undrained, most of the land is worthless although it now has a selling value of \$15 to \$30. Drained it is worth from \$60 to \$150 an acre. It doesn't take a mathematician to figure out that drainage pays.

Forty dipper dredges are scooping mud in the Little River District. If the work goes through as planned it will be completed next year. Then swampeast Missourians will begin to talk about draining a million acres more for there's still that much swamp land left untouched. Unless something unforeseen occurs the entire swamp district will be ready for clearing within five years. It will be under the plow in five years more. Almost every acre of this land will produce from 50 to 100 bushels of corn, 25 to 50 bushels of wheat and 3 to 5 tons of alfalfa. Much of it will produce two crops a year, wheat and silage corn for instance, and it is so unbelievably rich that it will stand this double cropping for years to come. Now you can begin to understand why I assert that swampeast Missouri is destined to become the greatest agricultural section of the State.

A humble though important part of the development of the swamp country has been the work of the swamper. Pitching his tent or building his hut at the swamp's edge when water began to follow the ditches he plied axe and saw until only stumps remained. The amount of wage paid was a secondary consideration. There was plenty of fish and game; usually the land owner supplied tobacco and snuff; there were innumerable dogs and children, and the swamper was happy. When the clearing was finished he abandoned his shack and moved on. Much of the land has been cleared for \$15 an acre and the timber paid the bill. The swamper is still on the job, and he is unchanged so far as surroundings go, but nowadays he demands more money, much to the grief of the wealthy owner. Captain Allen of Hayti told me that the present day swamper made as much as \$3 a day whereas a few years ago he worked for a dollar or less. Captain Allen has been growing up with the country for 70 years, and he ought to know.

It was the fifth day of June when I started on my pilgrimage to the swamp country. Around Kansas City and even as far south as St. Louis corn was just beginning to show well in the rows. My first stop was at Sikeston, 166 miles south of St. Louis. A day's overland trip in Scott and New Madrid counties convinced me that the section visited was a full month in advance of others farther north.

Wheat harvest was in progress, corn was being laid by, and alfalfa fields were yielding a second cutting. Home grown new potatoes; well matured cabbage; a half dozen other succulent vegetables; fried chicken; red raspberries with cream, and blackberry pie made up the bill of fare for dinner. "Ah could just eat and eat and keep on eatin'," said a small son of Ham in discussing a raid on one of Scott County's famous melon patches. That's the way I felt about that dinner. Can't you see truck gardening possibilities in a country that has the seasons to make it profitable, and a regular hotbed soil to make things grow? And it's within easy shipping distance of Memphis and St. Louis.

It's big figure farming in swampeast Missouri. Up in North Missouri the man who farms 500 acres is considered the big land owner of the community. Down in this southern section the man who farms only that much is an exception. "I've got a little 400 acre farm out here," said one Sikeston resident in a deprecatory manner as we talked about land values. Yet every acre of it is worth

\$15 or more. It isn't an unusual thing for a tenant to farm 1,000 acres. L. D. Baker is tilling that much Scott County land this year. E. J. Mahony has 1,500 fertile Stoddard County acres in corn and wheat. These men are the kind of farmers who are capable of doing big things but they are outstanding examples of the kind of farmers swampeast Missouri needs. Taken as a whole swampeast Missouri is not a well farmed section. It is a country owned by comparatively few men, not a country of home dwellers like the well developed sections of this State. Owning thousands of acres the land holder lives in town, renting his ground for a share of the crop or for cash. Most of the tenant houses are mere shacks. There is little of the community life that means so much to the men and women who toil in the fields. Although inefficiently equipped many tenant farmers are attempting to till twice the acreage of ground that they are capable of caring for. As a result fields are not producing nearly the maximum yields. And to the discredit of land owner and tenant be it said that apparently little effort is being made to improve conditions. Socialism is rife in some communities. In fact, I was told that in one county it was difficult to get fire insurance, and two men were sent "over the road" for night riding depredations just last month. You can find medievalism as well as modernism in the swamps. Many of the tenant farmers believe they are not getting a square deal, and a discontented mind breeds trouble. A few of the land owners are attempting to better conditions and they are being well repaid by more efficient service. A lot more of them should wake up.

Swampeast Missouri is a country of wonderful possibilities. Every farm seems to have soil particularly adapted to producing some especially profitable crop. The three great staples of the world—corn, wheat and cotton have made record breaking yields. Two crops a year on one field and a winter's pasturage beside is not uncommon. Wheat is sown in the fall, then pastured until well along toward spring when the cattle are ready for market with little grain. As harvest begins early in June it is possible to grow a crop of cowpeas, silage corn or sunflowers after the wheat is removed. Sunflowers, by the way, are getting to be one of the popular crops in this section. Ordinarily the seed will sell for about \$3 a hundred pounds as an immense quantity is usually imported from Russia. Last year the price jumped to \$7 a hundred and this spring Southeast Missouri farmers paid \$12.50 a hundred pounds for seed to plant. Little cultivation is needed, and from 500 to 1,000 pounds of seed an acre is produced. I saw thousands of acres being cultivated, and thousands more will follow the wheat and oats. Another new and profitable crop is winter oats. Adviser Derr of Scott County believes that this variety will entirely displace the spring crop. Tests show an 80-bushel yield.

Is swampeast Missouri a good place for the homeseeker and investor? I believe it is. Although land seems high—some undrained swamp land has sold for \$30 an acre—and cultivated land with little improvement brings \$50 to \$150 an acre, the soil has enduring fertility and the advance in season is very advantageous. When drainage is completed there will be no more healthful section in the State. Winters are mild and conditions are ideal for livestock production. Land has doubled in value in the last 10 years, and if the large land holders can be induced to sell their holding so that this wonderful country will become a country peopled by men who till their own soil, it will double again in like time. Just now comparatively little of the best land is for sale. The land holder is sitting tight and waiting for the rise that he feels sure will come.

What about the people who inhabit this reclaimed Missouri paradise? Most of them are the typically southern, soft-voiced, pleasant spoken men and women who make you feel at home with a hospitality that is clearly genuine. Southeast Missouri is the link that binds this virile progressive State to the old South. Its citizens are just beginning to realize what a wonderful country they have. Population has increased 100 per cent during the last 15 years. Thriving towns can be found all over the swamp section. Schools are improving. Roads are being worked. Our Dixie friends are beginning to show evidences of the "pep" that has apparently lain dormant for half a century. Keep your eye on swampeast Missouri. It's coming strong.

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## ARKANSAS TO COPY THE DRAINAGE WORK

**Engineers Inspect Little River Project to Get Ideas for Project.**

W. E. Ayres, of Memphis, Tenn., chief engineer for the Keystone Drainage District of Northeastern Arkansas, with A. C. Lange of Blythesville, and T. G. Station of Jonesboro, commissioners of the drainage district, were in the city Monday conferring with the engineers of the Little River Drainage District. It is the purpose of the Keystone District to take up the work of the Little River District when it reaches the State line at Crowley's Ridge, near St. Francis, Ark., and there continue the work of reclamation throughout the swamp lands of Northeastern Arkansas.

On Tuesday morning they started out on a tour of inspection of the work being done by the Little River

people, and are being conducted over the work by N. C. Frissell, the engineer for the Little River District. It is the purpose of the Arkansas people to follow as closely as possible to the methods adopted by the Missouri district in order that the entire project, when complete, will be of the same character in its entirety.

The work throughout will be observed closely and the same plans adopted in the process of extending operations through Arkansas.

The Arkansas visitors will follow the line of work to Sikeston, where they will discontinue their inspection temporarily and return to their homes.

Chief Engineer W. A. O'Brien is out on a tour of inspection and will devote the rest of the week to traveling over the drainage construction.

U. S. Deputy Marshal George C. Orchard and J. L. Crau of Poplar Bluff arrived in this city last night.

Jack Pind of Snelterville is reported seriously sick with typhoid fever.

Clyde Vandivort of Jackson was a business visitor in this city yesterday.



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